

Amendments to the Drawings:

As shown in the attached replacement drawing sheets, reference sign "18" has been added to Fig. 1, and reference sign "M" has been added to Fig. 3. Additionally, formal Figs. 7 and 8 are attached to replace informal Figs. 7 and 8.

REMARKS

A new declaration is enclosed to overcome the objection at paragraph 1 of the Office Action.

Figs. 1 and 3, and specification paragraph 0026 (in which reference sign "34" has been removed), have been amended to overcome the drawing objections at paragraph 2 of the Office Action. Formal Figs. 7 and 8 are enclosed to overcome the drawing objections at paragraph 3 of the Office Action. Specification paragraphs 0006 and 0033 have been amended to overcome the specification objections at paragraphs 4 and 5 of the Office Action.

Claims 8, 10, and 11 have been amended to overcome the claim objections at paragraph 6 of the Office Action. Claims 1 and 14 have been amended to correct formalities.

Support for the change to claim 9 is at 0030. Claim 12 has been amended to describe the design of Fig. 7. Support for the change to claim 17 is at 0028. Support for new claim 20 is at 0009. Reconsideration and withdrawal of the remaining rejections are requested in view of the following remarks.

Turning to the § 103 rejections at paragraphs 7-14 of the Office Action, the combination of Krummell and Watt does not teach or suggest a pushback rack storage system including a cart having side rails with second wheels located between a back end and a midpoint of the side rails, as recited in claim 1. Rather, the wheels 40, 44 on the trolley 16 in Watt are located in the conventional way at the front and back ends of the side rails of the trolley 16 (see Fig. 1). Watt further includes a linkage mechanism 20, referred to as part of the "trolley assembly" in the Office Action.

The linkage mechanism 20, however, is not part of the trolley 16. Rather, the linkage mechanism 20 is included "for mounting the keyboard support for vertical swinging movement relative to the trolley" (col. 2, lines 25-29). Thus, the linkage mechanism 20 moves relative to the trolley, and is clearly separate from the trolley 16. The wheels 40, 44, moreover, are located at the front and back ends of the side rails of the trolley 16, not of the arms of the linkage mechanism 20. Accordingly, Watt does not disclose wheels located between a back end and a midpoint of the side rails of a cart. Thus, claim 1 is believed to be allowable.

The combination of Krummell and Watt also does not teach or suggest that the back ends of the cart side rails extend beyond the back ends of support rails when second wheels on the cart are adjacent to the back ends of the support rails, as recited in claim 1. Indeed, the side rails of the trolley 16 in Watt do not extend beyond the wheels 40, 44, so they cannot extend beyond the back ends of support rails to which the wheels 40, 44 are adjacently positioned (see Fig. 1). The Office Action states that the "back ends of said trolley assembly 20 [in Watts] extend beyond the back ends of the support rails when the second wheels are adjacent to back ends of the guide track flanges." As explained above, however, the linkage mechanism 20 is not part of the trolley 16. Furthermore, the wheels 40, 44 are located on the side rails of the trolley 16, not on the arms of the linkage mechanism 20. Thus, claim 1 is believed to be allowable for this reason, as well.

With respect to claim 6, the combination of Krummell and Watt does not teach or suggest that each of the second cart wheels is located closer to the midpoint than to the back end of the side rail to which it is attached. As explained above, the wheels in Watt

(and in Krummell) are located at the ends of the side rails, not toward the midpoint of the side rails. Thus, claim 6 is believed to be separately allowable.

With respect to claim 8, the combination of Krummell and Watt does not teach or suggest that the first pair of side rails extend 30% to 45% of their length beyond the back ends of the support rails when the second wheels are rolled up against the back ends of the support rails. Indeed, as explained above, the side rails in Watt do not extend beyond the back ends of support rails at all, since the wheels on the trolley 16 in Watt are located at the ends of the side rails. Thus, claim 8 is believed to be separately allowable.

Furthermore, the combination of Krummell with Watt clearly could only be made in hindsight – in view of the claims. Specifically, there is no suggestion to combine any element of a keyboard mechanism tracking system with a pushback cart storage system to reduce the amount of material required to construct the rails of the storage system. Indeed, Watt is directed to stabilizing a keyboard-supporting surface against undesired transverse or sidewise movement (see Abstract), not to reducing the amount of material required in the keyboard-stabilizing system. Thus, there is no relation between, and no suggestion or motivation to combine, Krummell and Watt in any manner. Accordingly, their combination is certainly improper.

Turning to the § 103 rejections at paragraphs 15-27 of the Office Action, the combination of Krummell, Watt, and Gorniak does not teach or suggest a pushback rack storage system including a cart having side rails that extend beyond the back ends of support rails by 35% to 45% of a predetermined pallet length when second wheels on the cart are rolled up against the back ends of the support rails, as recited in claim 9.

Indeed, none of the cited references teach or suggest that the side rails of a cart extend beyond the back ends of support rails to any degree.

The side rails on the trolley 16 in Watt (and Krummell) do not extend beyond the wheels 40, 44 of the trolley 16, and therefore cannot extend beyond the back ends of support rails when second wheels on the trolley 16 are rolled up against the back ends of the support rails. In Gorniak, while the wheels 130 of cart 44, for example, are not located at the extreme ends of the side rails of the cart 44, they are not located anywhere near 35% to 45% of the length of a pallet (or other cargo) that the cart 44 would support. Thus, the side rails would be able to extend only a minimal distance beyond the ends of support rails against which the wheels are rolled, if they could extend beyond the back ends at all.

Importantly, however, Gorniak does not teach or suggest that the side rails of the cart 44 extend at all beyond the support rails of the rack structure. Rather, as shown in Fig. 1, the rack structure has a depth equal to the number of carts located in the rack structure, and the carts are contained within the rack structure by horizontal beams 24 at the ends of the rack structure. No portions, including the side rails, of the front cart 41 or the rear cart 44 overhang or extend beyond the support rails in the rack structure. Moreover, there is no mention or suggestion in Gorniak to reduce the length of the rack structure to reduce the amount of material required to construct the rack structure. Thus, there is no teaching or suggestion in Gorniak, or in any of the other cited references, of a cart with side rails that extend beyond the back ends of support rails. Hence, the combination of Krummell, Watt, and Gorniak cannot render the claims obvious.

With respect to claims 15 and 16, none of the cited references teach or suggest that second cart wheels are located closer to the midpoint than to the second end of the side rails of the cart, or that the second wheels are located at a position 80% to 90% of a distance measured from the second end of the side rails to the midpoint of the side rails, as claimed. While Gorniak teaches that the wheels are located a minimal distance from the ends of the side rails, the wheels are still located much closer to the ends than to the midpoints of the side rails. Furthermore, there is no suggestion in Gorniak to move the wheels closer to the midpoint of the side rails, since doing so would potentially reduce the balance of the cart under loading conditions. Moreover, Gorniak simply does not contemplate having the side rails extend beyond the ends of the support rails, for any reason. Thus, Gorniak provides no motivation to one skilled in the art to locate the wheels closer to the midpoint of the side rails. In addition, in Gorniak, the wheels of successive carts are interlocked between each other. Col. 10, lines 30-59. This limits the range of movement of the carts, further teaching away from the claims.

With respect to claim 17, as explained at paragraph 0029 of the application, because the side rails of the cart extend beyond the end of the support rails, the side rails can be longer than 50% of the total length of the support rails (in a 2-deep system). In the cited prior art systems, conversely, the side rails of the carts must have a length that is 50% or less than the length of the support rails so that two pallets or other uniform cargo items can be stored in a given row of a storage rack. If the side rails were longer than 50% of the length of the support rails, a pallet the same size as one located on the cart would not fit in front of the pallet on the rack, since greater than 50%

of the support rail length would be occupied by the cart. Thus, claim 17 is believed to be allowable.

In view of the foregoing, it is submitted that the claims are in condition for allowance. A Notice of Allowance is requested.

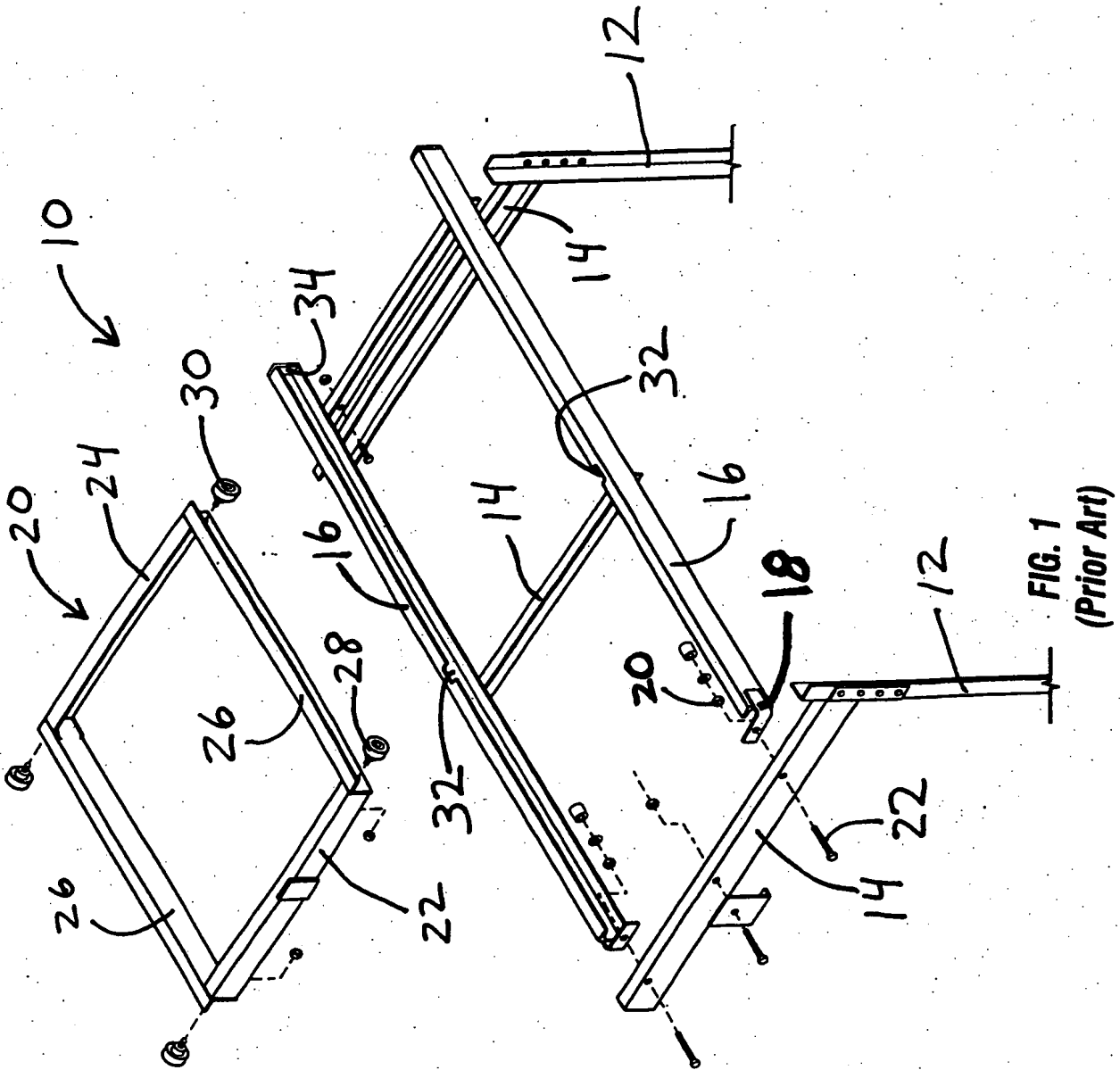
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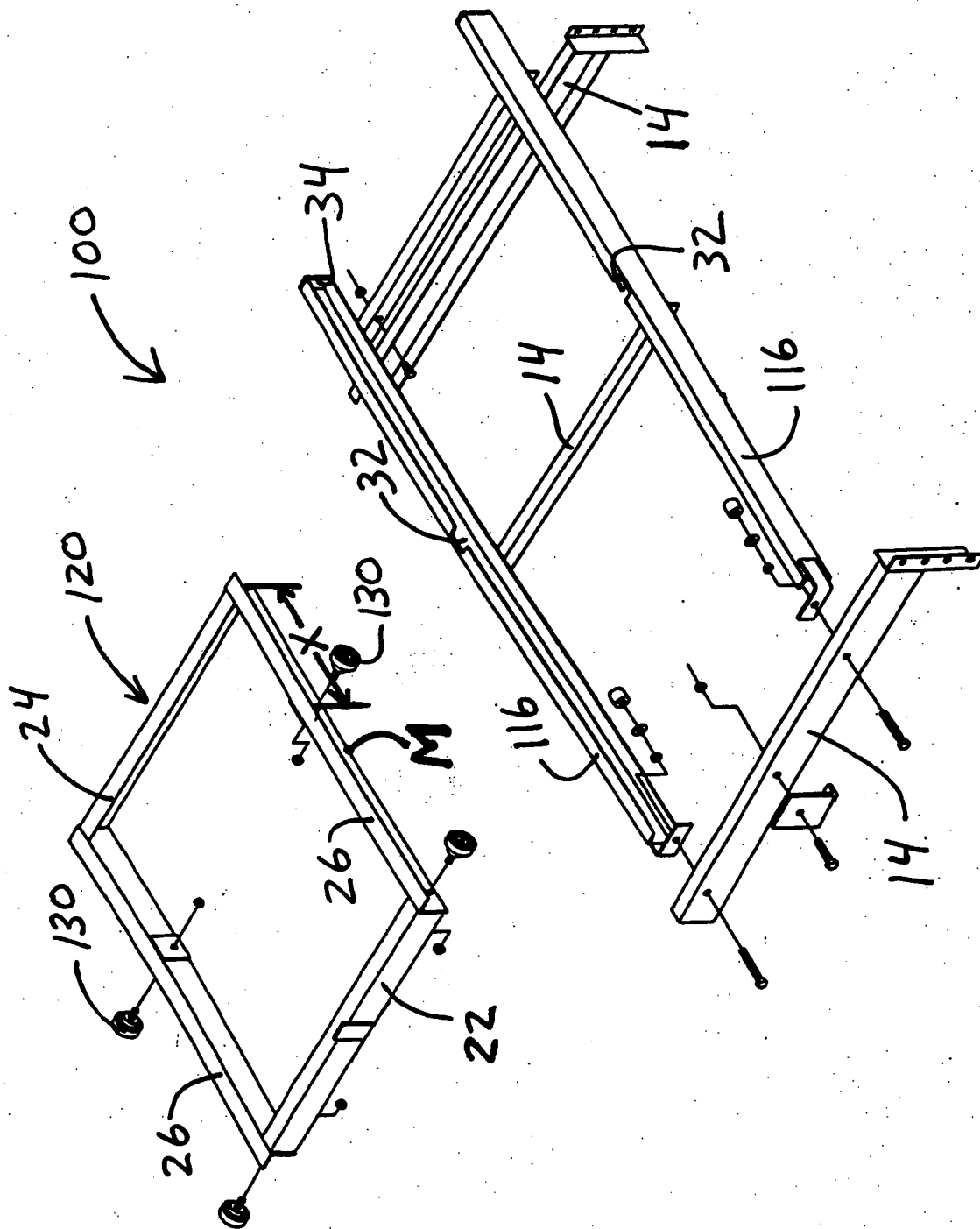


Fig. 3